VOLUME III NUMBER 10 MARCH 17 THROUGH 23, 1966

CYCLE NEWS

15¢

Malcolm Smith and the Husky, with Sierras for a backdrop.

BUCKS AND BIKES SCRAMBLES

By Larry Haley

Big winner at the monthly money scrambles was Malcolm Smith mounted on the new 250 Husqvarna. I was very impressed by the performance of this machine. Smith not only rode all over the 250 expert class but he led and won the open sweepstake event and no one even got near him.

Let's make it known that Malcolm Smith is as smooth as 6-year old Tennessee sippin' whiskey and he doesn't make mistakes. The Husky looked and sounded as good after two hours of hard riding as it did when it started.

The open Sunday, non-sanctioned scrambles, hosted by Don Watkins near Phelan, went off very smoothly. As promised, the course was different from last month. It seems that the word got out that the old course would be used, so some of the would-be hot shoes, hoping to pick up some easy money, went up to the old course for three weekends and more or less ran a groove in it so deep that you could almost ride it with no hands. Well, old foxy Don, at the last minute, changed the course using some of the old one and turning off onto the new section. Of course, the pro's don't need practice so they rode it like they had been doing it for years.

Shirtsleeve weather has been predominant the last few weeks in the desert, and I hope that it holds.

The 20th of March and each 3rd Sunday of every month, Don Watkins' promotional energies will be devoted to trail bikes and fun bikes, a family affair if you like. Its for people from 8 to 80 who ride trail bikes.

The day will feature a poker run, bat the balloon and field meet, (NO speed runs) and a very entertaining day for all. We know the trail bikes are hurting for a place to ride and this will help cure it. There'll be overnight camping and the whole ball of wax, so come and see. Check the CN calendar for details.

(Results on page 12)

250cc PRELUDE TO DAYTONA

Ralph White

Buddy Parriott

Just a few short years ago Yamaha was playing the role of underdog at the country's top racing plants. Company officials decided that what they needed was a lightweight machine with lots of horsepower, superb handling qualities, and effective, reliable braking. To fill these requirements they developed the now-famous TD-1. A TD-1A, an improved version of the TD-1, followed. And last year a still better machine was built, the TD-1B, which sells for about $1,100.

In 1964 and 1965 Yamahas filled the entire front row at the Daytona Race. Last year Yamahas finished 1-2-3-4, 7-8-9-10.

After Daytona, Yamaha went on to win most of the major road races in its class in 1965.

This year several other brands have improved their production racing models and the competition should be tougher. A Yamaha press release states that their management people are most enthusiastic in their support of racing, because like most major automobile manufacturers today, they believe very strongly that this is the best "research lab" possible. They cite many improvements on standard street machines which have been the direct result of developing winning racing models. Six factory representatives have been designated to make certain all the Daytona Yamahas are in championship winning form. The men responsible: Mike Sekine, Sam Ishida, Jim Edward, Hank Abe and Mack Furosato.

Four of the nation's best known riders have been selected to represent Yamaha

(Continued on Page 8)

SAN DIEGO SCRAMBLES

By Carl Bartlett

Last to run in the 250cc class, the experts put on a show at Dehasa on Sunday, which was outstanding in ferocity even for a class which is known for its hard-riding stars. When the dust had settled, Bill Silverthorn's Montesa had won it with two firsts and a second, ahead of Harley-mounted Johnny Apple who had a total of one first, a second and a third in the moto cross events.

The Oilers Motorcycle Club were again the hosts on Sunday at the Dehesa Track near El Cajon and over 100 scrambles riders competed. They had fine weather and an estimated crowd of 700 watched the show.

After the 250cc Expert class was over, the Open class novices pleased the crowd as the big bike beginners stayed on the verge of disaster through most of their program. Phil Nowakowski slid to a main event win aboard his Triumph with Randal Dodson taking the consolation on his Honda.

Leo St. Germaine dials it on to station WIN. More pix on page 7.

Next was the Open Expert, with Travis Petton, heretofore the master at Dehesa spilling in the first turn in heat #2, after winning the first one. Leo St. Germaine, with a second place to his credit, really wrung his Triumph out to win both remaining heats. Petton, although he gamely finished the second heat with his rear brake hanging up, could only manage a second in the last heat placing him second in overall points.

Last to run were powder puffers Carol Gooding, Marsha Witten and Chris Wanket and they put on a show that pleased the girl-watchers as well as the race fans. These girls, all Yamaha-mounted, are improving noticeably, and now is the time to join the fun, ladies, if you expect to beat them. Carol won all three heats with Marsha a close second.

First to try out the freshly watered 4/10 mile course that day, was a large field of over 30 of the 90cc class machines, followed by the 175 and 200cc classes.

The 200cc Amateur class had only four entries, but Roy Michael took first place in all three heats on his Bultaco to leave no doubt as to his ability.

The next event at Dehesa is next weekend on Sunday, March 20, a scrambles by the track leasers, the Hi Boots Motorcycle Club of San Diego.

(results on page 12)

RRC ADOPT NEW RULES

By. R. O. Fee

So. California's Road Riders Committee with a two thirds majority vote accepted the rules and regulation, en toto, as presented to the assembly by Chairmen Gay and Harrison of the Committee for Better Motorcycling. The action was taken at the March 7th meeting after a letter from Len Kuchler, Secretary of the AMA was read. He stated that he could find nothing contained in the proposed rules that conflicted with AMA rules or policy. The rules are now RRC by-laws and binding on all clubs participating in the RRC program. The adoption fills a long standing need in the road riding program. The enormity of the job, rewriting the applicable AMA rules and creating new regulations peculiar to the type of competition promoted by RRC clubs was significant factor of the delay in creating the rules.

Editor's Note — New RRC rules will appear in Cycle News complete as adopted next week.

BUCKS FOR BOYS CLUB

The Ventura County Sheriff's Junior Club is $350 richer, thanks to the Dirt Diggers Motorcycle Club.

The DirtDiggers contributed money made at their mammoth Hopetown Scrambles event last November, and included the much-discussed Eddie Mulder post entry of $100 in the total.

Sheriff William E. Hill formally accepted the donation from the club. The Junior Boys Club will spend the cash on shoes and clothing for needy children and in sending them to summer camp.

SHAMROCKS ENDURO

Always popular with riders, the Shamrocks Enduro featured a fine turnout and all proceeds went to the March of Dimes.

The route led up to Red Rock Canyon from Cinco, looped back, crossed the Bakersfield Highway, went up into the mountains and down the Old Jackrabbits sandwash. The route crossed state highways with the co-operation of the Calif. Highway Patrol.

The winning team was from the San Gabriel Valley M.C., who could boast the Sweepstakes winner, Tom Maxwell, 2nd place rider Mike Patrick (both of whom rode Nortons) and the third place man, John Steen on his 500cc Triumph. Maxwell and Patrick rode so well on schedule that it took a tie-breaker check to seperate them. Patrick, running hot to make up time, lost 19 seconds on the secret check, but all three first placers had the same official score, 5 points lost.

(Results on page 12)

Enduro Veteran Jerry Platt placed 17th overall on his trusty Matchless.

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CALENDAR OF EVENTS

MARCH 14–20TH, 1966
DAYTONA SPEEDWEEK. Daytona, Florida. A.M.A. Professional and Sportsmen races. 200–miler Grand Prix March 20th.

SUNDAY, MARCH 20, 1966

ACA ROAD RACES – Carlsbad Raceway. All ACA classes including the 100cc class. Also two races for the production class. Practice begins at 9:30 a.m. Entries close at 11:30 a.m. Races start at 12:00 p.m.

SCRAMBLES – Hawthorne Gophers MC at Bay Mare. Little bikes practice at 8:30, heavyweight Expert and Amateur at 11:30. Novice heavyweights start at 2:30. From 1000 Oaks (Ventura Fwy.) take Hwy. 23 North to Hwy. 118. Left on 118 across RR track, right on racetrack road about ½ mile past tracks. Dist. 37 point run.

HARE SCRAMBLES – Lost Angels MC. Dist 37 points.

SCRAMBLES, Richmond Ramblers M.C. at Richmond.

HARE SCRAMBLES–Lost Angels MC. Start at 10:00 a.m. rain or shine. High Vista area, limed from Little Rock cutoff at Hiways 14 and 138. Run laid out with finishers and beginners in mind. Catering truck in pit area. Club also holding trophies for Castaic run June 1965.

TT SCRAMBLES–Hi Boots MC. at Dehesa Track near San Diego. From 101 south take Hiway 80 east. through El Cajon. Get off Fwy on 2nd street, going south to Jamacha St. Follow Singing Hills signs past country club to Dehesa Rd. Follow Dehesa into Harbison Canyon. Lime starts at Dehesa.

FIVE CLUBS POKER RUN, 2nd Annual by Oxnard M/C Clubs. Starts at 10:00 a.m. sharp, at Disco Parking lot Vineyard and Hwy 101, Oxnard. For more information contact Ben Strongman, 4020 So. "J", Oxnard. Phone (805) 483-7600.

TT SCRAMBLES – Bakersfield Sprockets at the foot of China Grade. 0–200 sign-up closes at 9:30 a.m. 250–open class sign-up closes at noon, Dist 36A rules. Rubber covered folding pgs and three correct number plates required.

TRAIL BIKE FUN RUN – First of series of events to run on the 3rd Sunday of each month through Dec. 10:00 a.m. poker run, 1:00 p.m. field meet. No speed contests. Lots of trophies with special awards for youngsters and ladies. Free Bultaco will be awarded to hi-point rider of the year. Maximum displacement is 125cc and all machines must have mufflers and license plates. Entry is $2. Event will be cancelled in case of rain. Location is limed from Hiways 395 and 66 (Phelan Road).

MARCH 26–27TH, 1966
WORLD RECORD DRAG MEET – Lions Drag Strip, San Diego Fwy & Alameda St. See "Cycle Alley" this week.

ROAD RUN – Yuma Prison Run. Call Norwalk Centaurs, (213) area, 964–2674 for information.

SUNDAY, MARCH 27, 1966

POKER RUN, 1st. Tracy M/C at Tracy.

SCRAMBLES, So. County M/C at Uvas Dam. Dist. 36

POKER RUN, 3rd. Wonderlust M/C, at Pleasant Hill.

SCRAMBLES, 1st Foothill Scrambles at Oakdale.

SCRAMBLES, 11th. Salinas Ramblers M/C at Salinas.

PROFESSIONAL TT, San Jose Speedway, Dist. 36.

TT SCRAMBLES–Sportsmen MC. at Prado Park. Gate donation $1.25. Lightweights at 8:00 a.m. Big bikes at noon. Big bike novices at 2:00 p.m. Lightweight entries close at 9:15, heavies at 12:50 p.m., novices at 2:05. Late entries will be charged $5 entry fee. Riverside Freeway toward Riverside to Hwy 71. Turn off 71 on Euclid toward Ontario, go approx. 1.8 miles to Pine. turn right. 1.1 miles to Chino–Corona road, turn right and continue south to track.

STAKE SCRAMBLES – Barstow M.C. Entry fee $2. Starting time, 10:00 a.m. Start is at Slash X Cafe, 10 miles S. of Barstow on Barstow Rd. Limed from Fwy in Barstow. Event is similar to Turkey Runs in other sections. You sight through rifle type peep sights lined up on next check point.

DRAG RACING – Irwindale raceway in Irwindale. Trophies plus cash bonus for street and fuel classes.

HARE SCRAMBLES – Los Ancianos 1st Annual "March Hare" event. Sixty miles. Starts at 10:00 a.m. Limed from Ocotillo Wells on Hiway 78.

TT SCRAMBLES–Prospectors MC. at Perris. Donation $1, entry fee $1 plus 25¢ for ambulance. All lightweights at 8:30 a.m. Heavy weights at noon. novice heavies at 2:00 p.m.

THURSDAY, MARCH 30, 1966
INDOOR SHORT–TRACK Memorial Coliseum, Portland, Ore. N.R.A. sanctioned. First race 8:00 p.m.

APRIL 1, 1966

FLAT TRACK – Start of 1966 night half-mile season at Ascot Park, 189th and Vermont in Gardena.

SUNDAY, APRIL 3RD

HILLTOPPERS NATIONAL HARE & HOUNDS RESCHEDULE. Limed from Y at Lucerne, and also from Barstow. 10 a.m. Sharp. Souvenir and finishers pin. AMA points run.

TT STEEPLECHASE – Ascot Park 189th and Vermont in Gardena. Starts at 7 p.m.

MONEY EUROPEAN SCRAMBLES–Don Watkins presents another in the series running each Open Sunday for '66. All desert rules and rider classification adhered too. Starts promptly at 8:30 a.m. Location is limed from Hwys 395 and 66 (Phelan Road.)

FRIDAY, APRIL 8, 1966
INDOOR SHORT–TRACK Memorial Coliseum, Portland, Ore. N.R.A. sanctioned. First race 8:00 p.m.

SATURDAY, APRIL 9, 1966
INDOOR SHORT–TRACK A.M.A. sanctioned Class "A". First race at 8:00 p.m. Long Beach Arena

SUNDAY, APRIL 24, 1966
POKER RUN– Annual "Hidden Destination" event. Trophies and awards galore! Starts at 8:00 to 10:00 a.m. at San Fernando Valley H–D Shop, 16113 Sherman Way, Van Nuys. Post entry, $1.75. Mail entries no later than April 17th, to Valleymen MC. % Harkleroad, 675 Watson, Simi, Calif. Mail entry $1.50.

APRIL 28–30, MAY 1, 1966

CYCLE WORLD MOTORCYCLE SHOW – Los Angeles Sports Arena.

CYCLE NEWS
(the Voice of California)
1185 East 19th Street
Long Beach, California 90806
or: Box 498, Long Beach, Calif.

Phones: L.A. Toll-free: 775-1967
9 a.m. to 5 p.m. (213) 591-6113
24 hours (213) 591-2088

Published weekly except the first and last week of the calendar year by G& S Publishing Company, P.O. Box 498, Long Beach, California.

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Published 50 weeks a year in Long Beach, California. Entered as 3rd class mail at Long Beach Post Office. Any part of this newspaper may be used without permission as long as credit is given. Editorial contributions, cartoons, photos will be paid for upon publication. Self-addressed, stamped envelope assures return.

Single Copy Price.....15c
Subscriptions: One Year 3rd class mail.....$5.00

Advertising rates will be sent on request.

Voice of California

Here is food for an editorial: "Sierra Club, leading voice of conservation and leading opponent of trail biking, agrees cyclists are not immoral."

As a member of the Club, and a long-time mountaineer, I am myself opposed to bikes going into strictly hiking country because they **do** disturb the wilderness aspect. But as a cyclist I am also of the opinion that there are many who ride bikes who are human being.

I just might add that I am no longer a paid subscriber for the frank reason that I expected the publication to be "the Voice of California" and not just LOS ANGELES RACING NEWS. I personally agree with others who have written you that there are many aspects of cycling outside of L.A. racing. For instance, touring, sightseeing. Can't you ever get anyone to write about this? Like Cliff Boswell in **Cycle** magazine?

ED. RICHARDSON
Jackson

I AM A MEMBER of the Sierra Club and concur in the basic motives of the club, but do not concur with the presumption that people who take trail cycles into the wilderness butcher the fish and game, destroy trees, terrorize horses and nature lovers, and generally foul up the landscape.

Motorcyclists of the Hell's Angels variety are not interested in wheeled vehicles that are limited to ten mph wide open in low gear, which is the usual way of traveling up the narrow trails. Leather jackets, switchblade knives, sideburns and green teeth are not the escutcheon of the trail rider.

It is my understanding that trail riders are quite tolerant of horses and mules in the wilderness in spite of the horse flies, eating of grass and foliage, and the manure problem.

The trail cycle is the only way the average man can go far into the wilderness with a limited time and limited finances. It is my feeling that the wilderness is for all to enjoy and not the few sensitive individuals who are offended by the presence of those who are not pure in heart.

If the editor feels that he should not share his wilderness area with trail cycles, then perhaps he will favor a segregated wilderness with separate but equal faclities.

DAVID L. ICHELSON, M.D.
Menlo Park, Calif.

[*The editor, who rides a motorbike to work, agrees that it is possible for a motorcyclist to be pure in heart. The club's policy on off-road use of motor vehicles makes no moral judgments. It simply contends that off-road vehicular travel seriously damages the wilderness environment and destroys—for bike rider and non-rider alike—anything describable as a true wilderness experience.*]

Editor–Thanks for bringing the letter in the Sierra Club Bulletin (reproduced above) to our attention. No, Cliff Boswell prefers to write exclusively for Cycle magazine. I thought at first I would take the trips and write the tour articles myself, but (ha ha) I'm kept so busy reporting the rapidly unfolding "L.A racing news" that there isn't as much time for riding as there used to be, and nobody else seems capable of putting the fun of the road or trail into words and pictures. Can you Mr. Richardson? We pay generously for free-lance stories.

A MOTORCYCLE JOURNAL

The story of two young racers (later joined by a third) who journeyed from California to the East, growing up along the way, continues. We rejoin our young heroes, still in Arizona . . .

By Jim Nicholson, Marty (Mark) McDonald and Jim Ashmore

April 2, 1963 – Tuesday

DAY AT THE LAUNDRY

We went up to Bear Canyon the place Mark and I went to first when we arrived in Tucson. We laid around until about three o'clock. You'd think that we were getting pretty lazy from all that laying around that we do. But we really aren't because we do many constructive things, such as writing letters to our friends, seeing which one of us can flick a bottle cap the farthest, deciding who is going to wash the dishes etc.

We went down to wash our clothes about four. Mark and Jim put the clothes into the washer and I had some change and put a dime in the slot. Mark said, "Don't, let me do it." About fifteen minutes later two ladies came into the laundrymat and looked at us kind of bewildered. Then one of them looks at our machine which was spinning round and round with lots of suds splashing up the window, and said, "What did ya do with my laudnry? I had seven pairs of levis for my kids." We looked at her like she was nuts or something while she kept rattling off at the mouth. Anyway she got real mad and then left. After a while Ashmore went over to one of the washing machines, opened the door, and lo and behold there were our dirty smelly clothes. We looked at each other, then one of us said, "If those are our clothes, whose in the hell are these?" as our machine was just slowing down from the rinse cycle, and coming to a stop. Jim opened the door and seven pairs of shrimp sized jeans fell out.

Anyway, we finally got our own clothes washed and got the heck out of there. We went to Ray's landlord's house to see if the lower end for my bike had arrived yet, and found out it was waiting down at the bus depot. We then went by Roberts Market and Jim went in and got a sack full of bottle caps and we went back to Bear Canyon.

(Jim Ashmore's writing)-We decided to have some Olympic Games. First we had rock skipping. Jim Ash, 1st place, Mark 2nd, and Jim Nick. last. Then we had breaking bottles with rocks. Jim Ash, 1st place, Mark 2nd and Jim Nick. last.

(Written by Marty McDonald)-Next we had a bottle cap flipping contest. Mark was 1st, Jim Ash. 2nd and Jim Nick. last. Next event was name the most states in the U.S. Mark 1st, Jim Ash. 2nd and Jim Nick. last, and the last event was smoke ring blowing with Mark 1st, Jim Ash. 2nd and last but not least, Jim Nick. Oh yes, Jim Nick. did win the hand-stand, but that was when it was almost dark and we couldn't really tell too good.

We finally got tired and went to bed, but not too sleep, that's for sure. We started fighting over who would sleep on the outside. First Jim Ash. and I started fighting and I won. Then he went over and started to take Jim Nicholson's side.

(Written by Jim Ashmore)-It went on for about an hour and a half and you can guess who won - Jim Ashmore. Finally we got to sleep about 2:45.

(Written by Jim Nicholson)- Whose the fastest bike rider? Me !

(To be continued next week)

LONG EDITORIAL

THE MOTORCYCLE DILEMMA

By C. Clayton

Information has reached this office that in other parts of the world, motorcycles are used for everyday transportation by most of the populace. We don't care what the rest of the world is up to, I only cite this information as a warning to all us members of the **in** crowd that unless we are careful, the same situation could happen here. Just let the American public discover a real **in** sport and next thing you know everybody's doing it. Remember how exclusive sporty cars used to be? One day you were explaining to skeptical friends about superior handling, low price, high performance and the fun of downshifting and next day there they were tooling about in a Porsche of their own.

Fortunately we regained our sense of exclusive identity when we discovered or returned to motorcycling. Days still go by without seeing another cycle on the road, but I've encountered an alarmingly large number of fellow riders on weekends lately. My arm last Sunday grew tired from waving, and I shudder to think what summer will bring. Unless we act now, motorcycling may become as common as electric toothbrushing, and we individualists will have to take up helicoptering or pogo sticks to be different. We must act now if we are to preserve motorcycling as an **in** sport. Here's my plan:

HOW TO STOP THE TREND TO MOTORCYCLING without doing anything different

First of all, the manufacturers, dealers and distributors of motorcycles will have to **stop** advertising in the enthusiasts publications. Then they (the publications) will quickly go out of business and stop telling new enthusiasts all the secrets of the **in** sport. Without this information the new enthusiast will be left to flounder in his own mistakes and soon will give it up for a hobby that is easier to master, like sailboating.

All advertising should be channelled into the general interest media, with a heavy emphasis on the brand that is paying the bill. If possible, ad agencies can think up subtle ways of disparaging competing brands ("There's no **stigma** attached to riding a BuzBug") and thus confuse the buying public.

All motorcycle clubs and organizations currently established should be disbanded, leaving only the American Motorcycle Association as our spokesman.

Any street rider who hasn't already removed his muffler should immediately do so, then run up and down his street in first and second gears until all the neighbors are thoroughly annoyed. Then he should complain loudly about being harassed by the police.

Honda should immediately destroy all existing copies of its excellent safety film, "The Circle."

Should any dealer **have** to sell a motorcycle to an insistent customer, he should give him a few brief words of advice, then send him home on his new cycle without further rider training.

Costume is important. Those of us who are already addicted to motorcycling should let our hair and beards grow, wear Tijuana jackets and heavy chains about our waists. We should contrive to be seen in public drinking heavily, using foul language, and saying "The Hell's Angels aren't **all** bad."

The steps described above, combined with what we are already **not** doing, should very effectively scare away any normal person and thus keep motorcycling for the few of us who realize what a great sport it really is.

Because one thing you can be sure of, any little push in the other direction right now could have everybody riding cycles. Then where would we be? Better off? You're right!

Next week we take tongue out of cheek to discuss "The Street Riders' Dilemma"

IT'S A BIRD! IT'S A PLANE! IT'S EVEL KNIEVEL!

Look, up in the sky.. did you just see a Norton treetop high? Well, you soon will, because Evel Knievel and his "Motorcycle Daredevils" will be coming back to California with their stunt show.

Here he is at a recent exhibition in Barstow, jumping 80 feet from ramp to ramp, clear over two pickup trucks. Evel's partner Tim Perior says ramps are being constructed "in order to attempt a jump of 120 feet." Sponsored by Goodyear, Berliner Motor Corp. and Webco, Evel also specializes in rear wheel riding at high speeds, as shown below.

TV TAKES TO 2 WHEELERS

Best news to come from the entertainment world this week was the sale of "Cycle Time," a weekly ½ hour program produced by enthusiasts, Bob Boatman and Ray Connors, to a sponsor as yet unannounced.

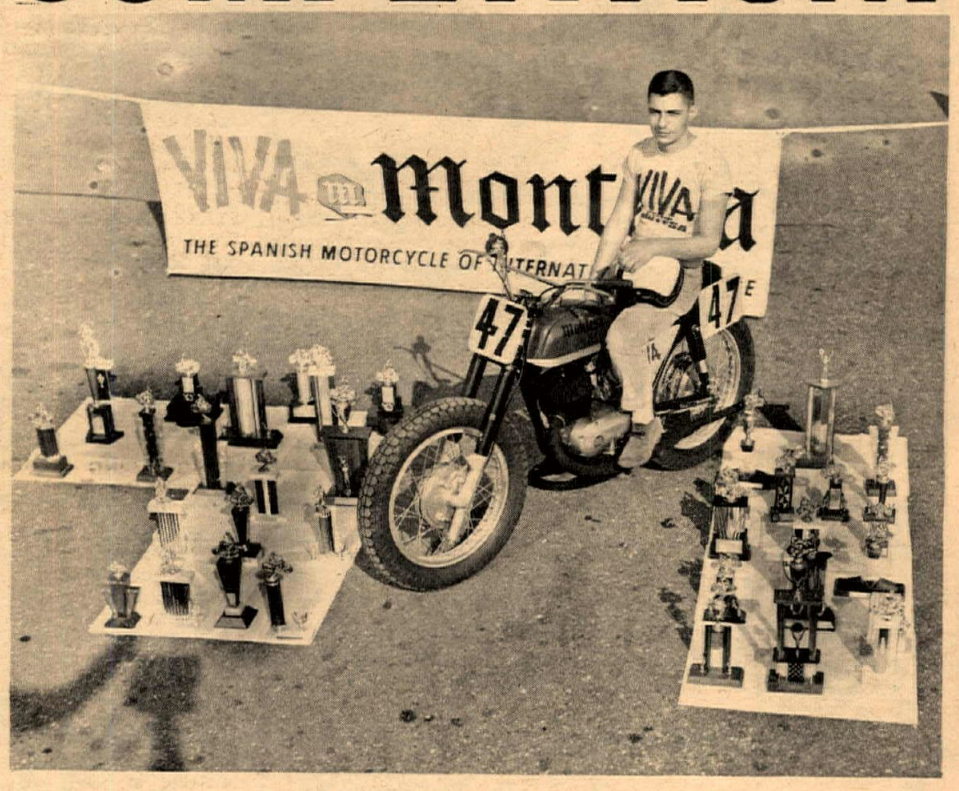
Featuring a catchy theme by Henry Mancini that we predict will soon sweep the nation. Cycle Time will film all-new shows under the technical direction of Clyde Earl to spotlight the fun sport in all its phases. Watch Cycle News for the time and channel of the first program, and be ready for our contest to write the lyrics to the tune "Cycle Time", soon to be announced.

Proving once again that nothing moves on the screen like motorcycles, ABC-TV's "Wide World of Sports" featured the recent Ascot 100-lap TT, reported last week in Cycle News. The producers and directors deserve to be commended for their excellent presentation, and Cycle News hopes they'll show it again on April 12th so our announcement on the front page won't have been in error.

Latest to come down the airwaves was Monday night's tribute to Prado Park scrambling on KCOP-TV's Daring Ventures. The Bast family of Van Nuys, Sharon Matson, Bill Riley and Jim Hunter co-starred in the segment.

THE RUN AWAY 175cc MONTESA ENDURO

CONSTANT KICKS IN COMPETITION!



The mean Montesa 175cc Enduro is more than a track terror... it's a bike a guy can soup-up, knock-down, add to or strip to his racing heart's content!

Top rider John Cassis knows this kind of excitement. First he added a 175 tuned pipe and a 175 scrambler head. Next he switched the carburetor to 30mm. On went a kill button and folding pegs; off came the headlight. Result: one of the sweetest, toughest scramblers that ever dug dirt.

John Cassis and his Montesa Enduro smashed the field —34 trophies to prove it!

The price is right, right now. If your Montesa dealer can't supply you with a 175cc Enduro, write the address below. And hurry!

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March 13, 1966

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2. Bill Riley TRI
4. J. Robertson TRI
5. L. Shipman TRI

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2. C. Gerardy TRI
3. B. Bella TRI
4. P. Garb TRI
5. W. Smith TRI

500cc AMATEUR MOTO

1 Victor Nelli TRI

500cc NOVICE MAIN

1. J. Kohof TRI

OPEN NOVICE MAIN

1. D. Welch TRI
2. C. Wayt TRI

SWEEPSTAKES

1. Bill Riley TRI

BAY MARE

21–500cc OPEN EXPERT CLASS

1. Loren Andrus TRI

500cc OPEN AMATEUR MOTO

1. Geo. Scofield TRI
2. Carl Spotts TRI

OPEN NOVICE

1. Brian Prosser TRI

Oilers M.C. SCRAMBLES
DEHESA, March 13, 1966

OPEN EXPERT MOTO

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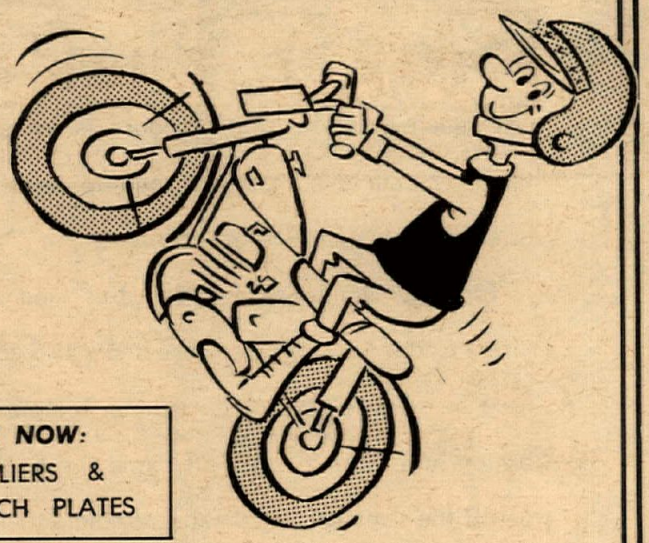

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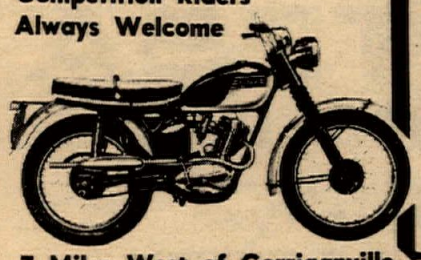

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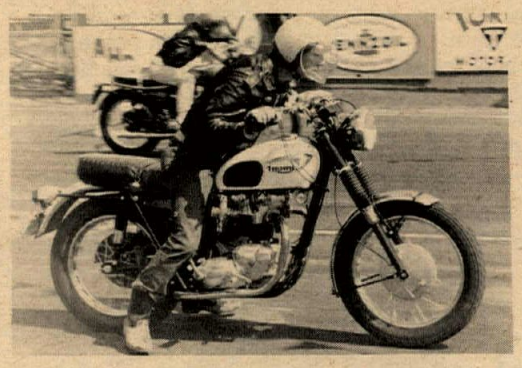

Cycle Alley

By R. A. Ebeling

Dragsters now have three Southern Calif. strips to wail on regularly- Want to set a World's record without really trying? Read on .....

Another chance to set a World Record for the quarter mile will be on March 26-27 at Lions Drag Strip. This event, sanctioned by the American Hot Rod Association will be for all motorcycles and stock cars only. In the previous worlds record meet at Irwindale, there were record attempts in few of the displacement classes that were open for the taking. The records are still waiting to be set in the book. Next week **Cycle News** will print in my column the classes which are still open.

This is a great chance for dealers and cycle riders to back up their claims of superiority with a certificate issued by a sanctioned organization.

Although Lions did not have the usual class eliminations this Sunday, there was still a good turnout of bikes. They ran against cars in the eliminator brackets and collected a good portion of the trophies.

Top Elapsed time again went to the Murray and Cook double Triumph at 10.80 E. T. In the attempt to better their previous runs another clutch was burned beyond use and further attempts were impossible!

Strongest-running gasser was Dan Kleiman's twin-engine Triumph. Many of Dan's previous problems disappeared as he set a speed of 124.65 mph and E. T. of 12.30 seconds. I don't know why, but big Dan has the feeling he is at a disadvantage with his stature in weight and height.

ON TO IRWINDALE

Drag racing for bikes is taking another big step forward. Irwindale Raceway is permanently opening its gates to us for weekly competition. The bikes are to be directed by the experienced and able Willie Butler, with the aid of his charming wife. The program begins on Sunday, March 27th then follows on each Saturday beginning April 2nd. Classifications will be similar to Lions with safety demands identical. Trophies will go to each class winner with the following cash awards as a bonus: Top Street bike, $10. Top Gas $15, and for the Top Fuel winner, $35 with an additional $15 for the Fuel runner-up. This promises to be a fine strip to run at and I intend to take advantage of the fine facilities for bikes.

MORE GEARING FOR GO

Every tooth on the rear sprocket accounts for approximately 3 to 5 mph top speed or .50 mph per 1000 rpm, depending on the tire radius and your individual machine. For drag racing it is best to have confidence and gear for a speed slightly (one tooth or 3 to 5 mph) faster than your class record. Your cycle Pit Director will gladly tell you what the record is if you don't know. Remember, the more teeth on the rear sprocket the slower your top speed, and the more on the counter shaft, the greater the top speed. Every change in a counter shaft tooth is equivalent to a change of 2 or 3 on the rear. By varying these figures in computing gearing you can control your bike's performance very well.

On T.T. tracks, maximum speed possible on the straights is about 80 mph, so by juggling the figures you can gear for exactly that speed on the top end.

Street riding is a different horse (oops! bike) and color. Your gearing should have you running "up on the cam" at your average cruising speed in 4th or 5th gear to avoid lugging the engine and downshifting too much, unless you get your kicks that way.

Try the formulas **Cycle News** has given in this column for gearing, and if you have problems getting the correct gearing, send me the details c/o CN and I will try to help you, if I don't run out of paper.

GRIPSTERS TAKE HOLD OF PRADO

The latest scrambles at Prado was one of the best run races we've seen in months of Sundays. The Gripsters were really organized, with ample flagmen, good scoring facilities and a great starting technique. A light was set up on the starting line and as riders approached they found three lines marked up with instructions to line up on the second. Every man was given a chance to read a card with the clubs' instructions on it, which basically were, roll forward to the first line for the start, but go over it and it's back to the third line Charlie, with no arguments. It sure did away with cheating off the line.

Races were run off with such good timing that big bike practice actually was lined up at noon as the 250cc Expert class completed their bashes for the day. Bultaco-mounted Lonnie Walter completly wiped out the opposition in that class in spite of having such shoes as David Ham and Doug Yerkes riding against him. Skip Fordyce's pride and joy, Kirk McDowell took home first place trophies on a Honda in the 50 and 100cc events.

The Open class motocross went to Triumph-mounted Jim Berry although Bill Riley make it anything but easy for him, giving him a real run for his money. Our number one scrambler took a crashing fall that should have put him out for the rest of the day, but he picked himself up, finished that particular heat and the next one, then went on to win the sweepstakes.

The Gophers have arranged for Red Ludford to announce all the scrambles at Prado from now on, and the sound quality on Sunday was great. This could mean added crowds of spectators, because nothing is worse than watching an exciting scrambles and not knowing what the blazes is going on. Red knows the bikes and he knows his riders, so it'll be more interesting for the "watchers" from now on.

(Results on page 12)
(for more comments see "Scramblin' Around")

Sidehack passengers, letting it all hang out, enlivened the show. Looks like Person & Webber leading the rigs.

Who says you can't get serious about 100cc racing. Kirk McDowell is.

Leader of the Bultaco brigade, Lonnie Walter on his spanish flyer.

BELOW: Jim Berry got the Gripster's big bike expert trophy.

BULTACO BUILT·TO·GO

ANOTHER DOUBLE HEADER

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1 st. 250 Amateur J. Sprague BULTACO

1 st. 250 Novice J. Carborn BULTACO

1 st. 200 Expert W. Smith BULTACO
2nd, 3rd, 4th, 5th, also BUL's

1 st. 200 Amateur B. Stankey BULTACO
2nd, 3rd, 4th, 5th, also BUL's

1 st. 125 – 175 Amateur Expert G. Jones BULTACO

BAY MARE

1 st. 250 Expert S. Scott BULTACO
Also first 175 – 200cc Expert

1 st. 250 Novice D. Afflack BULTACO

1 st. 200 Amateur J. Riggen BULTACO
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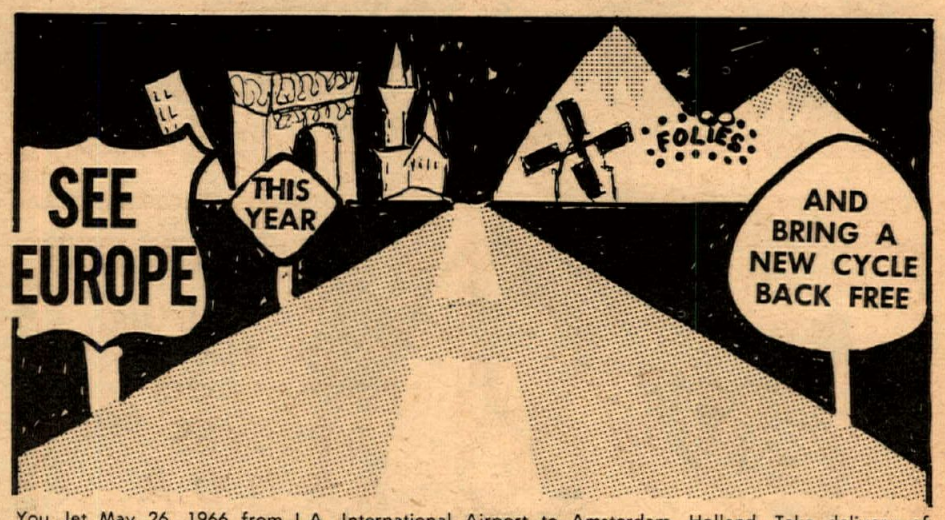

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SCRAMBLIN' AROUND

By Maureen Lee

Word is out about Ron Nelson breaking his leg again. The Antelope Valley Ramblers are having a benefit for Ron on May 29th. It'll be a TT scrambles at Prado and will really help a fine guy out who seems to have more than his share of unfortunate crashes.

We noticed that more of the lightweight brigade than the heavies had forsaken Prado on Sunday to ride Bay Mare. The fact is, that when Prado is running you couldn't get the big-bores to ride anywhere else if you begged them on bended knees. They miss a lot of fun that way, but then, Prado was designed to really have a go with all those ponies, and many of the top heavyweight riders are also Ascot riders, so it's only natural that they take every chance they can get to ride at high speed.

That's all for this week. I must away to the drug store to buy a bottle of Kaopectate for Jim Hunter's twin. That poor beast has had a case of "tourist tummy" ever since it arrived here from Jolly Old Birmingham, and it developed symptons again Sunday, right in the middle of the Sweepstakes.

OLD BAY MARE AIN'T WHAT SHE USED TO BE

Sunny or foggy at Bay Mare? That was the question most of the riders were asking as the small bikes jumped on the track for a full day at close racing and fun for everyone.

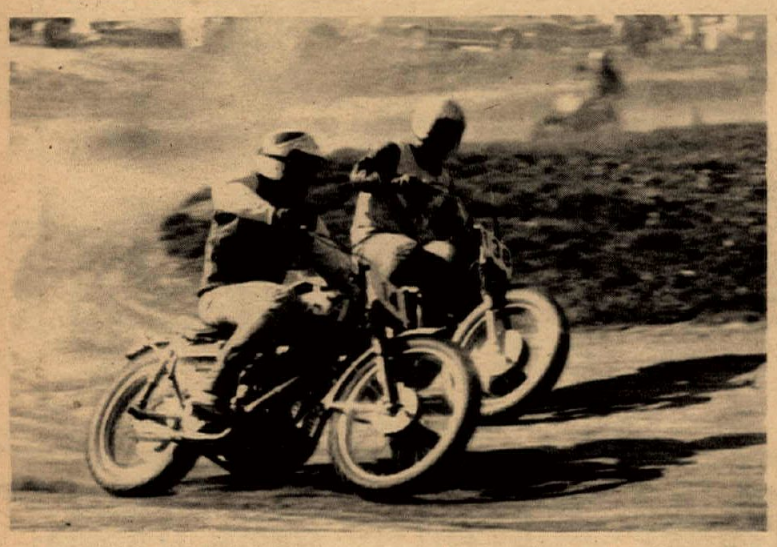
At 9:30 when the fog lifted it was a sunny day.

The small bikes put on a wonderful show as usual, the show got off to a good start when Jim Murphy powered around the track to win the 50cc moto, But the racing had just begun, for powerful Steve Scott jumped on the track and won the 175-200 expert moto with Lee Stumpenhaus close on his back wheel.

The race that really made the day complete was the 500 & open amateur event with Geo. Scofield and Carl Spotts fighting all the way, they traded spots at every turn but George finally managed to duck in for the closest finish the fans had seen in a long time.

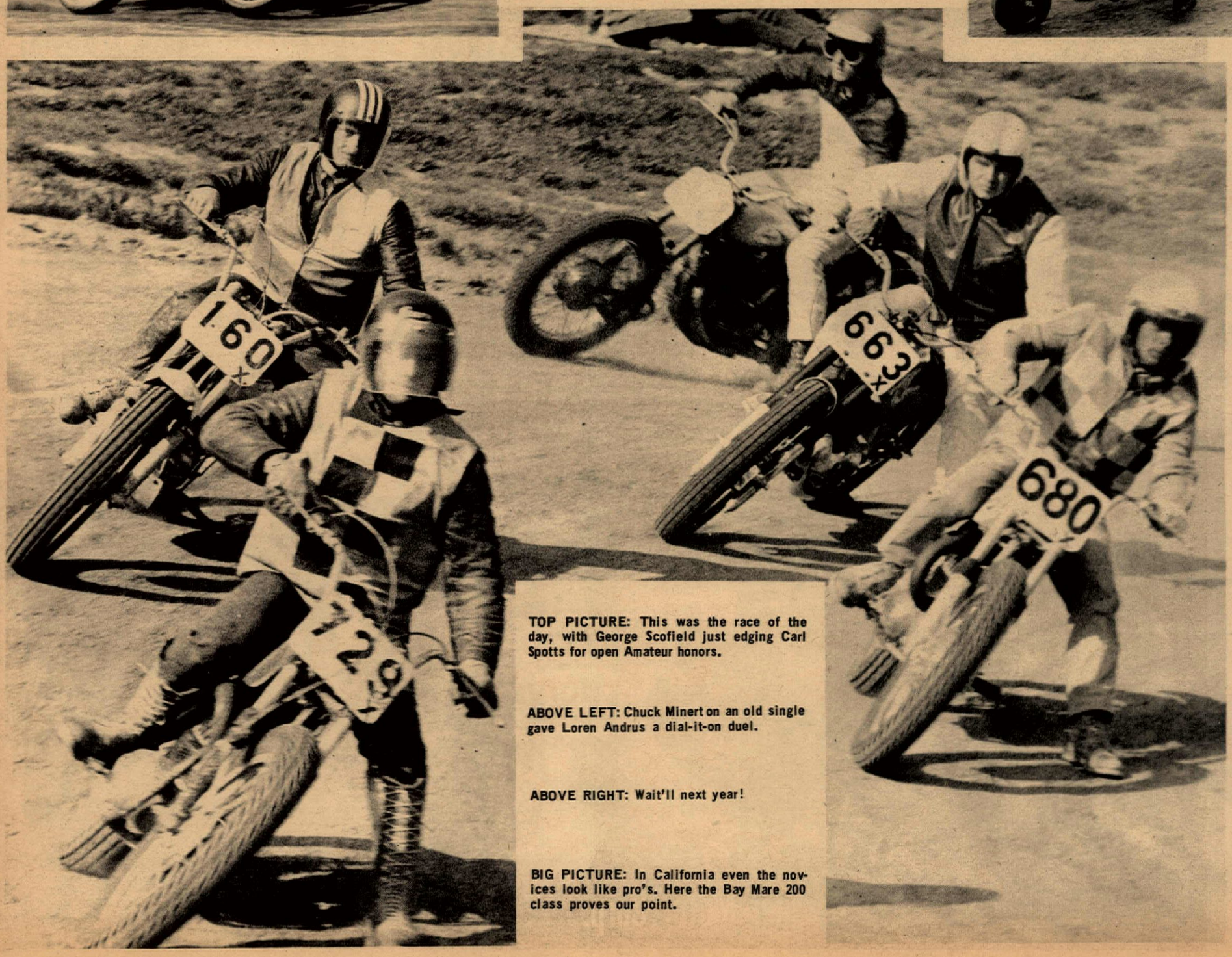
That's how it went at Bay Mare last weekend. If you missed this one, don't feel bad, because the Hawthorne Gophers are giving you another chance to come out this weekend to watch or ride another exciting Dist. 37 pointmaker.

(Results on page 12)



LOST AND FOUND AT PRADO

CYCLE NEWS is holding two goodies found at Prado Park on Sunday. One is a license plate sticker for '66, number 5211991. The other, a wallet belonging to Paul E. Hogan. Just give us some proof that one or the other is yours, and we'll hand 'em over.

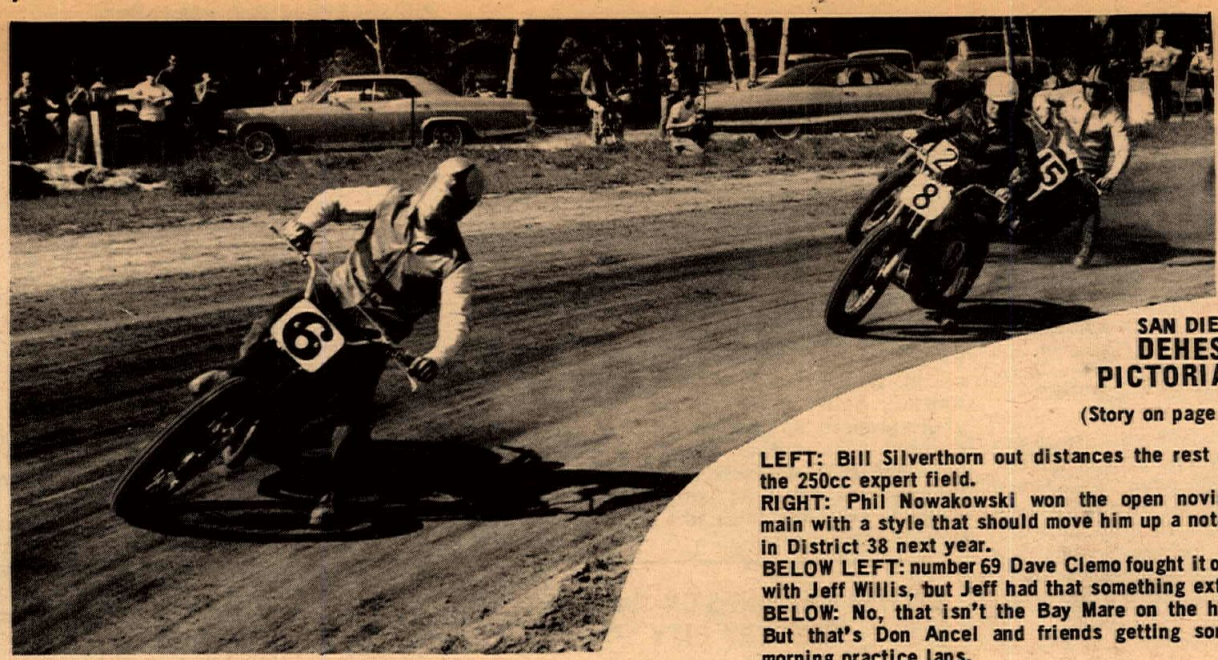


TOP PICTURE: This was the race of the day, with George Scofield just edging Carl Spotts for open Amateur honors.

ABOVE LEFT: Chuck Minert on an old single gave Loren Andrus a dial-it-on duel.

ABOVE RIGHT: Wait'll next year!

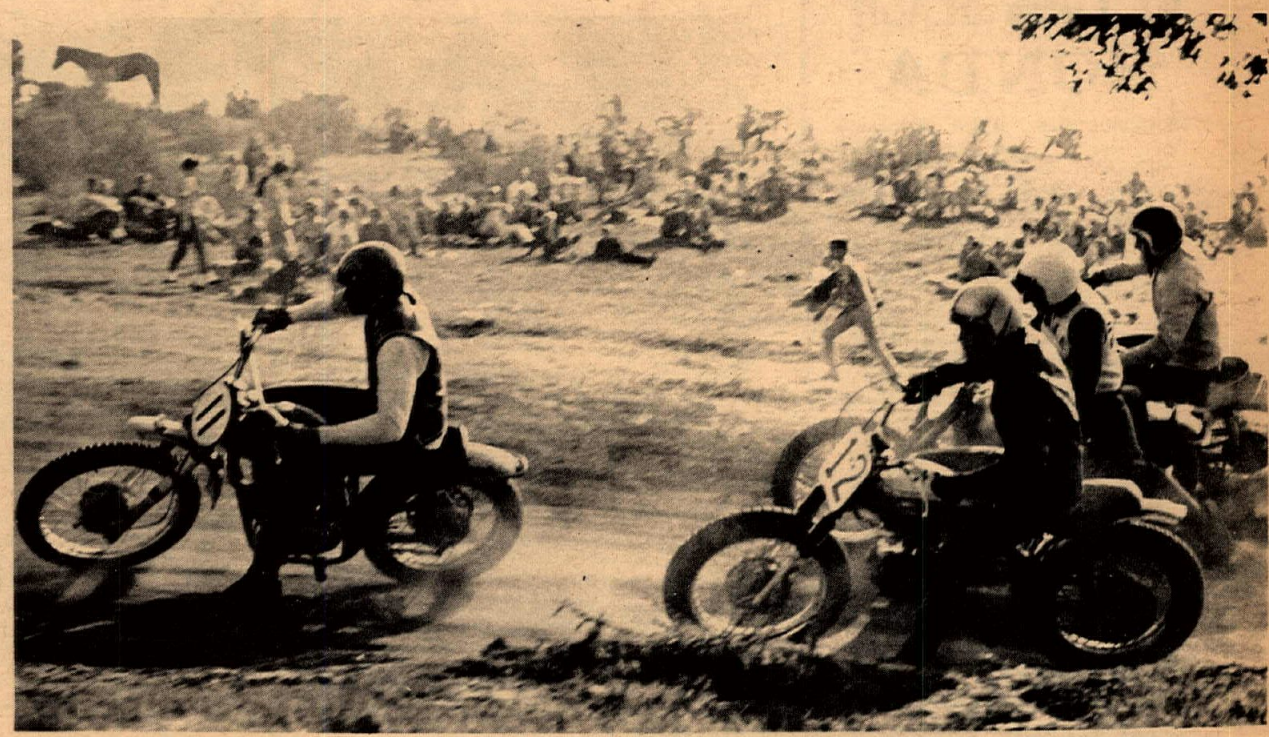
BIG PICTURE: In California even the novices look like pro's. Here the Bay Mare 200 class proves our point.



SAN DIEGO DEHESA PICTORIAL

(Story on page 1)

LEFT: Bill Silverthorn out distances the rest of the 250cc expert field.
RIGHT: Phil Nowakowski won the open novice main with a style that should move him up a notch in District 38 next year.
BELOW LEFT: number 69 Dave Clemo fought it out with Jeff Willis, but Jeff had that something extra
BELOW: No, that isn't the Bay Mare on the hill But that's Don Ancel and friends getting some morning practice laps.



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COOLIES COLUMN

By Wes Cooley

The International road race scheduled for Riverside International Receway on May 22nd has definitely been confirmed by the F.I.M. and M.I.C.U.S. and everything is on "go". All riders wishing to participate in this event must be a member of a M.I.C.U.S. club and hold an International license. These licenses may be obtained through your local organizations. More concerning this event in future articles.

For the first time this year, the A.C.A road racers will be returning to Carlsbad Raceway on March 20th, which affords the riders an opportunity to participate on the 1.4 mile road race-drag strip combination course. This is, of course, where the small bore bikes perform as well as the larger ones because of the short straight-aways with tight corners. Ralph LeClercq, last year's lightweight champion, and Bruce Shaw, recent winner of the Willow Springs Gold Nugget 100, will be out competing against one another for top honors this weekend. And a favorite of all in the lightweight class is Yoshio Ito on his eight-speed 50cc Suzuki.

Several weeks ago we reported a scoop concerning the A.M.A running novice Hattrack events on Wednesday night. We find that the contract has now been signed and that 250cc motorcycle racing will come to Ascot on Wednesday night. Of course, this affords some competition to the A.C.A short track races, since we have been running Wednesday and Thursday night in season at Orange County and South Gate raceways. It will be interesting to see how these novice events at Ascot work out for Mr. Agajanian.

Remember the Motocross events held by the A.C.A at Lebec running under F.I.M. rules and regulations? We were not able to obtain the Lebec area this year because the property had been previously rented, but we have obtained 50-acre section of just west of Prado Park on the Santa Ana Canyon road, and the first A.C.A Motocross event for the '66 season will be held there on April 3rd. The track is a little over one mile in length and consists of decomposed granite, grassy fields, deep sand wash, four jumps and fast straight-aways over rough ground between large oak trees. Knobby tires are recommended. Also, because of the extreme swiftness of the course and the rider ability necessary to participate in a real European scrambles, we suggest only experienced racers enter this event. F.I.M. rules will be followed and all clubs' licenses will be accepted. Medical insurance, ambulance, concessions, and sanitary facilities will be provided. Absolutely no liquor, including beer, will be allowed on the premises. This is a stipulation of the property owners.

If this event is successful, and the land owners feel there is a real need for this type of motorcycling in Southern California, it is very possible this tract may be leased permanently for a motorcycle fun and competition park.

If any individual or club is interested in helping us in a working capacity, we would greatly appreciate your contacting us at the A.C.A office, 145 b West Whiting, Fullerton, Calif. The availability of this property for future motorcycle events depends a great deal on the over-all picture that the motorcycle people present to the owners. We need a good turnout of riders to show that there is a definite need for this type of track.

BRITISH MACHINES ON SHOW AT CENTURY CITY

Part of the British Trade Fair exhibit at the new Century City building complex were these examples of English sporting irons. Prince Philip his own self inaugurated the exhibit, which will be on display through this week at the Hollywood skyscraper.

PRELUDE TO DAYTONA

(*Continued from page 1*)

brand as the official "Yamaha Racing Team" at Daytona and other major events sponsored by the American Motorcycle Association (AMA) this season.

Ralph White of Torrance, 30 year old, is a former Daytona winner in the big bike class and is considered to be one of the finest road racers in the world.

He's a seven year veteran of all types of racing who has won national road racing events at Daytona Beach, Florida; Des Moines, Iowa; and Marlboro, Maryland. White will take his first ride on a Yamaha in national competition on March 19th at Daytona. The track-wise veteran will be competing against more than 100 other riders and a dozen different brands of equipment for the 100 mile trial. White is a concrete pumping contractor by trade.

The second on the team will be veteran racer Gary Nixon from Baltimore, Md. A 9 year veteran of cycle racing, Gary will be performing for his second year as one of the official Yamaha Team Members.

Gary is a consistent first five finisher in road racing events and is rated as the best "backup" racer in competition.

Nixon is a five time national race winner from past seasons and came very close to winning the Daytona event last year. The 25 year old Baltimore ace is the leading east coast lightweight road racer and truly one of the "old pro's"

The third rider for Yamaha this year is Californian Buddy Parriott, who has probably had more road racing experience than any other rider in America. Parriott has been road racing for more than ten years on west coast tracks and on the Baytona Speedway. Last year he finished 9th in the world 500cc class standings and highlighted his outstanding season by placing second to world champion Mike Hailwood at Daytona in the FIM (Federation of International Motorcyclists) sanctioned Grand Prix event. Buddy is not only a great producer of racing trophies. he has nine children.

Tony Murphy winner of the Laconia, N.H., National 250cc Championship and the Canadian Western Championship, and a consistent winner at Southern California tracks, should have leave from the Army to compete on the Yamaha Daytona squad.

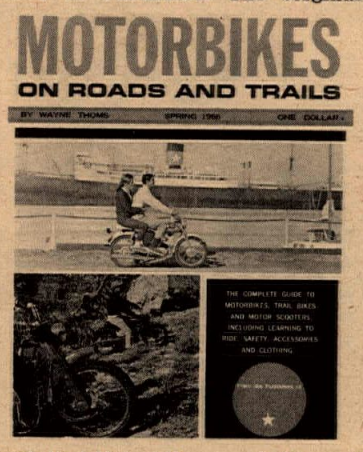
In the past Tony has raced at such places as Daytona, Florida; Willow Springs California; and Riverside, California, and has left records in all phases of motorcycle racing.

Although presently serving in the armed forces, Tony is employed by Yamaha International Corporation as Warranty Manager and Assistant Racing Manager. He is 25 years of age, married, and resides in Los Angeles, California.

BEGINNERS BOOK

MOTORBIKES on Roads and Trails By Wayne Thoms
Parkhurst Publishing Co., 100 pp. $1.00

Hopefully dated "Spring, 1966", this slick cover magazine will probably be the only edition by that title to come from the presses of Parkhurst. The original ap-



proach that Motorbikes needed to continue publishing is missing. And those who expected to find comprehensive, Cycle World type road tests of small machines will be disappointed.

As a one-shot it serves the worthwhile purpose of collecting most of the good advice a beginning cycle rider needs to survive the first year of two wheeling.

Teenagers and outdoorsmen and women are depicted learning to ride and having fun. Safe riding is stressed throughout the book, but the tone is sufficiently lightened as not to be "preachy."

An article by Carol Sims neatly outlines the transition from the motorbike world to the greater satisfactions of full-scale cycle activities, but the glossary of terms defines motorcycle technical jargon in cycle slang that may prove just as baffling to the beginner as the words it attempts to define.

However, most young enthusiasts will probably find "Motorbikes" a more effective parent persuader than the all-out enthusiast books which generally depict full-leathered heroes in spooky, physics-defying rides.

WEDNESDAY NIGHT AT THE MOVIES

During its successful one night engagement at the Santa Monica Civic Auditorium, Cycle News' Action Theater attracted nearly 1,100 fans, about four or five times the crowd that went to the movie "Motorpsychos" ("Thrill crazed kids who kill for kicks") playing nearby.

In case Hollywood misses the point, here it is: More people would rather see the best motorcyclists in action than would pay to see the worst.

Highlight of the two solid hours of technicolor at the Civic were the close-ups of Ascot, Hopetown, Lions Drags, and desert racing filmed for Cycle News by Clyde Earl. Comedy relief was provided by speeded-up shots of indoor racing and Jim Manning and Chuck Clayton's tongue-in-cheek narration.

Two British Petroleum produced films, The Right Line and The Rough Riders showed the European style of motorcycle action, while Yamaha's new Daytona 1965, produced and narrated by Bill Bagnall, the Warner Bros. short feature Daredevils on Wheels, and Yamaha's new 1965 Greenhorn Enduro film rounded out the program.

For the first time motorcycles graced the carpeted lobby of the magnificent Santa Monica Civic Auditorium as motorcycle movie fans, mingled with the Triumphs, BSA's, Montesas and Hondas on display there. Dealers, distributors and manufacturers met enthusiasts and displayed their wares in the gracious setting, among them Ray Wilkinson of J & R Engineering, Manny Harriman of Tab-Loc, Johnson Motors; represented by Elden Wright, Bellflower M/C, Doug Evans of Ted Evans M/C and Norm Lee of Long

(*Continued on Page 10*)

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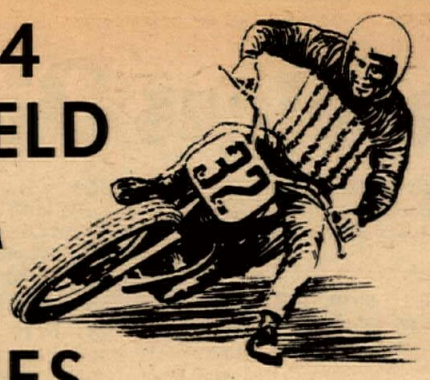

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MOVIES— Continued from page 8

Beach Triumph, Jack Baldwin and Bob Ewing representing BSA and Dutch Fielder of Crenshaw Honda.

In May, Cycle News movies will bring the show to fans in northern California. Please watch the Calendar of Events for the time and place.

THE FINISH LINE
By ROXY ROCKWOOD

All the young men went west like the man said a few years back and now all the good ones turn around and head east again--for Daytona.

The 200 mile national championship and 100 big points are at stake this Sunday afternoon. Roger Reiman will try to become the first rider ever to win three in a row at Daytona. He will also try to be the first to win the event four times.

The effort extended this year for the annual speed week is unsurpassed. Riders, distributors and tuners have been aiming at the big one for many weeks. For all events there are over 1,000 entries. The cream of American racing talent, and many that are not, are all at the beach by the time you read this.

Triumph built and tuned six machines months ago in England. BSA did the same with five rigs. Yamaha dry-docked all their winning machines from last year and had six new jobs flown over for the event.

Harley-Davidson was at Daytona in January testing engines, tires and fairings. That new Sprint is something else to see in action. Suzuki has been building and testing day and night to get ready in time.

Triumph and BSA are making their best effort to grab the title away from H-D. Dick Hammer, Gary Nixon, Skip Van Leeuwen and Buddy Elmore are just a few in the tiger's den.

BSA has long taken a back seat at the speedway but has coralled the likes of Dick Mann, Dan Haaby, Jody Nicholas, Don Vesco and Eddie Moran to try and turn the tables this year.

H-D will pin their hopes on the two riders that finished one-two last year, Reiman and Mert Lawwill. For a backup crew they have Bart Markel and George Roeder. National champions all.

H-D, BSA and Triumph will pit money, mechanics and engines against the only private team entry which is again the "Flying M's" of Bob Hansen and his spotless three-machine Matchless "Team-Hansen" entry.

Bob has gone coast to coast this year to obtain talent to challenge the factories. Team captain is Ralph White who won two nationals for Bob last year. New riders are Swede Savage and first year eastern ace, Dick Gapriepy from Mass.

The Norton twins will make a try, depending heavily on the experience of the popular Buddy Parriott.

The day before the big one they run the 100 mile 250cc race that pits the best amateurs against the experts. This year there is a record breaking 125 entries with Yamaha topping the list with 45 riders on the "Ripping Rags" specials. Forty riders will be on the potent Sprints of H-D.

Two time winner Dick Hammer will again watch the 250's from the pits. He is not entered. Last year's winner, Dick Mann, has switched from Yamaha to Suzuki so it is wide open for new combinations in victory lane.

The Bates Co. and Ernie Pico have been swamped with orders for colored leathers of all variations. Dick Jackson has been working overtime painting helmets and fairings for the California aces who will invade Florida with over 80 entries.

Suzuki heads into competition for the first time with blue leathers, trimmed in white and red. The machines are blue trimmed in white.

The Hansen Matchless team is again orange and white from top to bottom and front to back.

These three teams are the only ones that have arrived at one color for the entire group. One exception is the Dud Perkins H-D team that pairs Lawwill and Ken Ridder with the blue and orange combination of leathers.

Fresno's Monte Miller has entered a three rider amateur team this year that has Pete Bodette, Dick Hayes and Lee Patterson in the saddles. All will be using engines that have led both the amateur and expert races in Florida in past races.

PREDICTION TIME: and we have to predict a California sweep this year with Lawwill, White or Cal Rayborn home first in the 200 miler. In the 250cc race it should be White, Parriott or Lawwill with the checkered flag.

A young Florida lad by the name of Hollingsworth should take the novice 75 miler but Walt Fulton Jr. could change that one.

The amateur big bike event is wide open but Bodette and Ridder will get into the limelight before the race is over.

A real surprise at Daytona will be Swede Savage. He has the tools to work with for the first time since he barely missed winning the amateur race in '64.

Will give you the highlights after I get back from Florida next week. This should be a California year.

SAN FRANCISCO CYCLE SCENE

By Darryl Skrabak

(Continued from last week)

"RACE WAR"

Last year with audience support falling at Champion, local officials laid a portion of the fault on competing night TT scrambles races at Hayward. The little TT track, then running a sportsman series, was said by the officials to be drawing fans from Champion. The officials urged riders not to compete in the Hayward races.

The attempted boycott was too late, however, Champion closed its half-mile program and also cancelled the speedway's TT events.

At about the same time a San Francisco motorcycle club experienced trouble that was to bring motorcycle racing back to Champion and escalate a "race war" between the A.M.A. and another sanctioning organization, the American Federation of Motorcyclists, or A.F.M.

The trouble began when the club, the Bay City Motorcycle Club, lost access to a scrambles track in Marin County when the land changed ownership. The club, which finances itself through racing revenue, had to throw races or go bankrupt. It searched for a track.

Champion Speedway, as it worked out, was the sole track available. A satisfactory arrangement was negotiated with the Speedway owner and the club set about laying out an infield scrambles course and promoting a series of races.

But the local A.M.A. officials balked. No sportsmen events at professional tracks, they said (this despite the Hayward TT track having hosted both money and trophy events for years.) The club pleaded its financial woes, but the officials remained adamant.

So the club pulled a switch: using its A.F.M. charter, it secured an A.F.M. sanction for the events and ran the races anyway. The A.F.M. waived membership requirements for competitors, the races were successful, the club made money.

For its impudence the club lost its A.M.A. charter, but club officers are unperturbed. Though they hope to regain use of their former scrambles track for the upcoming season, they say they will return to Champion if necessary.

At present, racing around San Francisco is under the weather, but the season calendar is one of the fullest in recent years.

A new half-mile facility for professional racing is reported to be nearing completion on the northeastern side of the bay. Called Altamont Speedway and located near Livermore, the track is slated for its first TT race March 13, a Sunday. A series of 24 Saturday night oval races begins May 14.

Short track racing may be making a comeback in the north. The class A 250s have already begun a monthly series at the Monterey County Fairgrounds, scene of the annual jazz festival. The track is the perimeter of a tennis court with a tanbark surface, something that makes for very squirrely racing.

A weekly quarter-mile series opens June 3 at Vallejo and is scheduled for 12 Friday nights.

Most busy in the north will be TT men. They'll be riding at Altamont, San Jose, Selma and Hayward.

(Continued next week)

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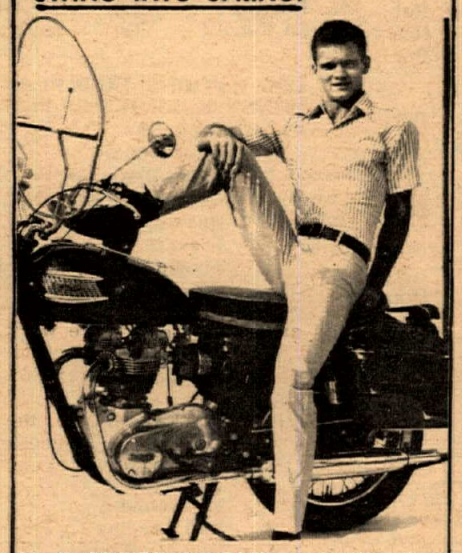
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3. Wayne Hosaka Hod
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2. John Kenyon Yam
3. Rick Woods Yam
4. Warren Ramsey Suz

200cc Am. Moto Cross
1. Roy Michael Bul
2. Harold Mathews Hon
3. Bob Duryea Bul
4. Bud Willis Hon

250cc Nov. Consolation
1. Sam Gray Par
2. Lyle J. Pesh Hon
3. Norm Summey Duc
4. Howard Kessinger Duc

250cc Novice Main
1. Donnie Pratt Bul
2. Sam Gray Par
3. Richard Eckert —
4. Joseph Phillipson Hon

250cc Am. Moto Cross
1. Jeff Willis Gre
2. John Weishaupt Bul
3. Dave Clemo Hon
4. Dave Harding Hon

250cc Ex. Moto Cross
1. Bill Silverthorn Mon
2. Johnny Apple H-D
3. Harry Hayes CZ
4. Floyd Roach Bul

Open Novice Main
1. Phil Nowakowski Tri
2. Fred Bevan Tri
3. Fred Williamson BSA
4. Daniel Water Tri

Open Nov. Consolation
1. Randall Dodson Hon
2. Dennis Hussong Hon
3. Gary Smart Tri
4. Stephen Sziksgaiq BSA

Open Expert Moto Cross
1. Leo St. Germaine Tri
2. Travis Petton Tri
3. Pat Gosch Tri
4. Vern Gillihan Tri

Powder Puff Moto (Trail bikes)
1. Carol Gooding Yam
2. Marsha Witten Yam
3. Chris Wanket Yam

GRIPSTER'S M/C TT SCRAMBLES
Prado Park Sunday, March 13, 1966

1. K. McDowell Hon
2. J. Lewis Yam
3. C. Robinson Hon
4. K. Lewis Hon
5. F. Lewis Yam

100cc Expert Moto Cross
1. K. McDowell Hon
2. C. Baker Zun
3. D. Ham Hon
4. K. Kruser VT
5. J. Selson Hon

90—100cc Amateur Main
1. B. Szutz VT
2. P. Murphy Hon
3. J. Hateley Yam
4. D. Buttenham Hon
5. M. Hamm Bri

250cc Amateur Main
1. J. Sprague Bul
2. B. Cody Mon
3. J. Crawford Bul
4. B. Hirst Bul
5. K. Sparkman Bul

250cc Expert Moto Cross
1. L. Walter Bul
2. D. Yerkes Bul
3. D. Ham Bul
4. R. Glasgow Bul
5. D. Lewis Bul

250cc Novice Main
1. J. Carborn Bul
2. M. Morton Bul
3. R. McDaniels H-D
4. M. Kelly Hon
5. D. Miller Bul

200cc Expert Moto Cross
1. W. Smith Bul
2. J. Runyon Bul
3. N. Elledge Bul
4. D. Martin Bul
5. D. Ehrhardt Bul

200cc Amateur Main
1. B. Stankey Bul
2. D. Butterfield Bul
3. L. Hammond Bul
4. J. Hamilton Bul
5. C. Thomas Bul

125—175cc Am. Ex. Moto Cross
1. G. Jones Bul
2. R. Clark Bul
3. C. Chickelero Hon
4. M. Radner Hon
5. D. Brooks Bul

Open Expert Moto Cross
1. J. Berry Tri
2. B. Riley Tri
3. J. Hunter BSA
4. J. Robertson Tri
5. L. Shipman Tri

500cc Amateur Moto Cross
1. V. Nelli Tri
2. H. Lewellyn BSA
3. B. Jackson BSA
4. T. Hurt Tri
5. J. Hosack BSA

21 Amateur Main
1. T. Simon Hon
2. M. Posey Hon
3. J. Kincaid Hon
4. T. McCarty Hon
5. R. Park Tri

500cc Novice Main
1. J. Kohof Tri
2. J. Bardreiga BSA
3. B. Clark BSA
4. K. Snow Tri
5. J. Verardo Tri

Open Novice Main
1. D. Welch Tri
2. C. Wayt Tri
3. K. Engler BSA
4. B. Carter Tri
5. J. Novak BSA

21 & 500cc Ex. Moto Cross
1. J. Hunter BSA
2. A. Sparks Tri
3. M. Darling Hon
4. J. Heynemann BSA
5. P. Brown BSA

Open Amateur Main
1. G. Parker Tri
2. C. Gerardy Tri
3. B. Bella Tri
4. P. Gary Tri
5. W. Smith Tri

Sidehack Moto Cross
1. M. Burns / J. Burns Nor
2. J. Sales / M. Parti Tri
3. J. Person / G. Webber Tri
4. D. Bingham / E. Wade H-D
5. L. Burley / G. Burley Tri

Sweepstakes
1. B. Riley Tri

HAWTHORNE GOPHERS M/C
Scrambles - Bay Mare Track
Sunday March 13, 1966

50cc Moto Cross
1. Jim Murphy Hon
2. Tony Mason Yam
3. Tom Sherman Suz
4. Bill Clark Hon
5. Mark Dabau Rex

100cc Am. Main
1. Keith Mashburn Hon
2. Tom Sherman Hon
3. Tony Mason Yam
4. Howard Wendenhall Yam
5. Ronnie Smith Yam

175cc Am. Main
1. George Omo Mon
2. Steve White Mon
3. Mickey Alzola Mon
4. Robert Muzzy Bul
5. Everett Creach Mon

200cc Am. Main
1. John Riggen Bul
2. Paul Goetz Bul
3. Ron Byrd Bul
4. Paul Studle Bul
5. Al Smith Bul

250cc Ex. Moto Cross
1. Steve Scott Bul
2. Russ Darnel Gre
3. George Omo Jr. Mon
4. Don Guinn Hon
5. L. Stumpenhaus Gre

250cc Nov. Moto Cross
1. Don Afflack Bul
2. Gary McLarty Bul
3. Leroy Carklnord Bul
4. Bill Mott Mon
5. Paul Rodden CZ

250cc Am. Moto Cross
1. Bill Harry CZ
2. Jerry Hansen Bul
3. Fred Dannenfetzer Bul
4. Don Northern Hon
5. Rich Reed Bul

175 & 200cc Ex. Moto
1. Steve Scott Bul
2. Lee Stumpenhaus Gre
3. Jim Peodrilla Bul
4. Jim Connelly Mon
5. Dave Smith Bul

21 Am. Moto Cross
1. James Griffin Hon
2. John Wiley Hon
3. Jim Chase Hon
4. R. Eigenbrod BSA
5. Steve Lowell Velo

Open Nov. Moto
1. Brian Prosser Tri
2. Warren McIntosh BSA
3. Gary Bang BSA
4. Frank White Tri
5. Lynn Kast Tri

21 & 500 — Open Ex. Moto
1. Loren Andrus Tri
2. Chuck Minert BSA
3. Rick James Tri
4. Dwaine Lecor Tri
5. John Rice Hon

500 — Open Am. Moto
1. George Scofield Tri
2. Carl Spotts Tri
3. R. Anderson BSA
4. R. Vincent Velo
5. Al Zellers Tri

SUNLAND SHAMROCKS M.C.
6th Annual March of Dimes Enduro
March 6, 1966

1.	Tom Maxwell	Nor	Sweepstakes
2.	Mike Patrick	Nor	1st AHWT
3.	John Steen	Tri	2nd AHWT
4.	Eddie Day	Tri	3rd AHWT
5.	Geo. Nichols	Mat	1st BWHT
6.	Richard Chase	Nor	4th AHWT
7.	Glen Smith	Tri	1st BLWT
7.	Alan Mest	Bul	1st BLWT
9.	E. Holbrook	Gre	1st ALWT
10.	Jack Krizman	Suz	2nd ALWT
10.	Lyle Taylor	Gre	3rd BLWT
12.	Bud Howseman	Mat	5th AHWT
13.	Dave Ekins	Suz	3rd ALWT
14.	Max Bubeck	Hod	1st ULWT
15.	Frank Chase	Nor	6th AHWT
16.	Ed Walker	BSA	2nd BHWT
17.	Lloyd Larson	Tri	7th AHWT
18.	E. Roeseler	Jawa	4th BLWT
19.	Don Carmean	Tri	8th AHWT
20.	Earl Wilson	Tri	9th AHWT
21.	Al Macdonald	Tri	10 AHWT
22.	Chuck Gates	Mat	11 AHWT
23.	J. Goldberg	Tri	12 AHWT
23.	Bill Fullmer	Tri	13 AHWT
25.	Ed Farrell	Tri	3rd BHWT

DON WATKINS' EUROPEAN MONEY SCRAMBLES - Phelan, Calif. March 6th.

Trailbikes 100cc
1. Steve Hedgcoth Hon
2. Charlie Young Yam
3. Russell Barders Hod
4. Francis Jensen Hon
5. Thomas Hohnson Hod

Novice 250cc
1. Bill Wall Bul
2. Jack Cartwright Hon
3. Bill Johnson Gre
4. Chris Hartman Mon
5. Kendall Angell Gre

Amateur 250cc
1. Tom Senner Gre
2. Ed Stenberg Gre
3. Red Thomas Mon
4. Howard Gaines Gre
5. Ron Fry Bul

Expert 250cc
1. Malcolm Smith Husq
2. Philip Bowers CZ
3. Walt Axthelm CZ
4. Bob McLaughlin CZ

Novice Open
1. John Bailey BSA
2. Ken Watkins Tri
3. Wes McAllister Tri
4. John Smith Mat
5. F.G. Tolleson (Bud) BSA

Amateur Open
1. Don Ogilvie BSA
2. Doc Bryce Tri
3. Ray Bierman Mat
4. Tony Larson Nor

Open Sweepstakes
1. Malcolm Smith Husq
2. Walt Axthelm CZ
3. Bob Belt CZ

FONTANA DRAG STRIP
March 13, 1966

A Street Class
Tim Donovan H-D

B Street Class
Julio Pliego Tri

B Street — Optional
Bill Hoist Tri

C Street Class
Terry Donovan BSA

D Street — Optional
Randall Baselt Hon

E Street — Optional
Rod Knox Suz

F Street — Optional
Steve Cox Hon

D Drag Class
Al Gonzenbash Hon

F Drag Class
D. Martinez Yam

G Modified Class
Doug Hurtburt H-D

CLUB DIRECTORY

IS YOUR CLUB LISTED HERE?
Send Information to CYCLE NEWS
P. O. Box 498, Long Beach, Calif.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, 145 B West Whiting, Fullerton, Calif. or call (714) 847-7629.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Meets in Los Angeles. "A democratically organized group of competition riders and race workers located throughout the state of California. Write AFM, 5439 Troost Ave., North Hollywood 91601.

ANTELOPE RAMBLER'S M.C. of Palmdale, Calif. AMA sanc. Meets at Jack's Body Shop, 9010½ Sepulveda Blvd., every 2nd and 4th Tuesday at 8 p.m. Post-meeting refreshments. Mail address: P.O. Box 645, Palmdale, Calif. Ph. 947-2434 or 947-4633.

BARSTOW MC, of Barstow, Calif. AMA sanct. Meets 7:30 p.m. 2nd and 4th Thursday each month at 27912 Rimrock Road, Barstow Heights. Mailing address the same.

CALIF. EAGLES M.C. AMA chartered member of RRC. Meetings 2nd and 4th Sat., at 6524 Lemon Ave., Long Beach. Mr. Ivan Gay, GA 3-2058.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd — 4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA Sanctioned. Address 14561 Revere Dr., Westminster. 897-3309.

CHECKERS MC, 1710 Magnolia Blvd., Burbank. Enquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DIRST DIGGERS MC of Santa Monica, Calif. AMA Sanc. Meets every Wed. at 8:30 p.m. at 2029½ Pontius Rd., W. Los Angeles. Mail Address: 8921 11th Ave., Inglewood. Ph. OR 8-2868.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Calif.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST MC Meets every Friday, 9:00 p.m. at Eagles Club, 1317 Calif. St., Eureka, Calif.

FOUR ACES MC invite you to our meeting any Thursday night at 8:00 p.m. in the Field House behind the ball diamond North Hollywood Park on Chandler Street. Four Aces MC, 8231 Langdon Ave., Apt. 15, Van Nuys, Calif.

FOOTHILL HAWKS MC. Meets every Tues. at 8:30 p.m. at 116 S. 6th St., Montebello, Calif. ~~For info: call Paul at 699-0298.~~

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H. W. Borden, 5406 N. Maple-tree, Arcadia, Calif. GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 pm.. Post Meeting, refreshments. Mail address P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC
Meets every Monday at 8:30 p.m. at the Jackrabbit Club house, 9143 E. Compton Blvd. Bellflower (just off Lakewood Blvd.) Phone NE 1-6733. Dick Newmark.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS PADRES MC Inc. of Ventura County. AMA sanctioned competition club only. Meets every 1st and 3rd Thurs. of each month. Pres.: Bill Luttrull; Sec'y: Phil Todd. Mail address 697 Vine St., Oak View, Calif. (805) 649-2972.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Phone 633-5417. AMA & RRC. Pres.: J. M. Jones - 983-2524.

MARRIED WHEELS MC. of ONTARIO. AMA sanctioned. Meets 2nd and 4th Saturday of each month, 7:30 p.m. at 1241 W. Holt Blvd., Ontario. Welcome all married couples.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: 678-7621, 372-0536. Write: Box 90221 Airport Station, Los Angeles.

NOMADS MOTORCYCLE CLUB meet second Thurs. of each month. For information call FR 9-3564 or write 1717 Wallacott St., Redondo Beach, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thursdays. Open for membership, visitors welcome.

OILERS MC. Competition Club. Meets every Tues. night, 8:00 p.m. at 19062 Mathews Cr. Huntington Beach.

ORANGE COUNTY MC of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask & Newhope, Garden Grove, Calif., every Monday at 8 p.m. Mail address: Trask & Newhope, Garden Grove, Calif.

OXNARD MOTORCYCLE CLUB P.O. Box 1094, Oxnard, Calif. A family club. AMA chartered. Meets 2nd & 4th Thursday, Quonset Hut-behind Eagles Hall, 4684 Saviers Road, Oxnard.

PACIFIC COASTERS M/C CLUB Road riders, AMA chartered members of the L.A.R.R.C and S.D.R.R.A. Members are being accepted throughout So. Calif. For information in San Diego, phone (714) 474—4372 or 274—3755. In Los Angeles phone (714) 897—3309. Mail address: 2026 Westinghouse San Diego,

PACIFIC COAST MC. of Southgate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at Southgate Park Recreation center, Room 2 RRC Vistors welcome. New members wanted. Enquire: 5931 La Beck, Bell Gardens. 773—3681 before 3. Captain: Jim Cleghorne, 634—2629.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P. O. Box 1241, Porterville, Calif.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address 1651 Market St., Gardena, Calif.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif. Write Jim Collins, 14286 Keese Dr., Whittier, Calif.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanct. Meets at 3044 N. Jack-St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SAN GABRIEL VALLEY M.C. AMA Sanct. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail Address: 13210 E. Emery Ave., Baldwin Park. ED 8-5605.

SAN PEDRO MC of San Pedro, Calif. AMA sanctioned. Meets at B & M Enterprises, 128 S. Pacific Ave., S. Pedro, every Thurs. 8:00 p.m. Mail Address: 906 Paseo Del Mar, San Pedro, Calif. Phone: TE 3-2661.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Blvd., Reseda, Calif. Ph. 345-8678.

SIDEHACK ASSN. of Southern Calif. AMA chartered. Meets at The York Club, 7210 So. Western Ave., Los Angeles every 1st & 3rd Monday at 8:30 p.m. Mail address: 10126½ Mountain Ave., Tujunga, Calif.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.